SHRI S. B. CHAVAN: I think, it is a totally wrong notion which the hon. Members have that this was the earmarked amount for a particular project in a particular State, which is not a fact. Actually, the whole thing is taken into account and which project needs to be assisted, which project has to be expedited, is a matter on which the Government of India takes the decision and thereafter, a uniform policy is being followed. I do not think that we have made any discrimination between West Bengal and the other States... (*Interruptions*)...

SHRI JAGESH DESAI: Mr. Chairman, Sir, as regards the help to the different States, I agree with the hon. Finance Minister. But what I want from the hon. Minister is that at present, you are charging 9.75 per cent of interest on all the loans which are transferred to the States, then, what is the total amount of interest paid by the Government for the foreign loans taken for projects and what is the interest received from the States and whether the Government is retaining any interest for themselves or they are passing on all the benefits to the State Governments? I want a clear reply from the Minister.

SHRI S. B. CHAVAN: Actually, in the beginning, after 1974, the benefit which was passed on to the State Governments in respect of the externally aided projects was between 15 per cent and 25 per cent. Now, the revised formula is, we are passing on almost 70 per cent of the external aid that we get... (*Interruption*)...

SHRI JAGESH DESAI: I am not talking of the quantum of assistance required but I am talking about the interest charged to the State Governments and the interest which the Central Govment has to pay for external assistance.

SHR S. B. CHAVAN : I think, if the hon. Member was attentive I have replied this question just a little while ago that in the case of IDA and other external agencis which have given assistance to the Government of India, we take almost a uniform policy of what is the rate of interest which should be charged and the reasons thereof since a number of factors are responsible for which we cannot hold the State Governments responsible. If there is depreciation in the value of the rupee due to which the cost increases, in some cases, the cost of the project has increased beyond 100 per cent, I do not think that we have charged even a single pie more than what was contemplated at the time of signing of the agreement from the State Governments and that is why, the entire thing, which in fact, is an escalation in cost conversion of the currency and all other risks which are being involved, the entire responsibility is taken over by the Government of India and that is why, this kind of a difference has to be there in order to absorb whatever changes are brought about after the agreement has been signed.

*182. [*The questioner (Shri Murlidhar Chandrakant Bhandare) was absent. For* answer vide *col.* 29 infra.]

Traffic Problems in Delhi

*183. SHRI BHAGATRAM MANHAR:†
SHRI BIR BHADRA PRATAP SINGH:

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that Delhi is facing a serious traffic problem and if so, what measures are being adopted by Government to solve this problem;

(b) whether Government propose to evolve an integrated parking policy for the Capital as a whole rather than leaving it to the dis-jointed efforts being made at present by the various official agencies including traffic police, civic bodies and the DDA; and

(c) whether it is a fact that several companies have been received against the New Delhi Municipal Committee for its collusion with builders/traders in allowing

†The question was actually asked on the floor of the House by Shri Bhagatram Manhar.

unauthorised parking structures, particularly in Barakhamba Road and Connaught Place area; if so, what steps have been or are proposed to be taken in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SANTOSH MOHAN DEV) : (a) and (b) A statement is laid on the Table of the House.

(c) According to New Delhi Municipal Committee, no such complaints have been received by them and no unauthorised parking structures have been allowed.

Statement

1. Due to phenomenal increase of vehicles as well as population in Delhi, problems of traffic congestion and regulation do exist in certain parts of Delhi.

2. To overcome some of these problems, following steps have been taken :—

(a) Delhi Traffic Police has taken various steps to tackle congestion in certain crowded areas.

(b) PWD, NDMC, MCD etc. have been asked to widen roads, redesign intersections, provide cycle tracks etc.

(c) Entry of heavy transport vehicles has been restricted during rush hours in congested areas.

(d) Vehicles wrongly parked and causing obstructions to traffic are removed and the defaulters are fined.

(e) Members of public are encouraged to take part in discussions on improvement in traffic in various forums. Traffic Inspectors and senior officers attend meeting organised by Residents Associations, Market Associations to ascertain their views. Moreover 400 Traffic Wardens have been enrolled to help in regulating traffic, to study the problems of congestion and give suggestions as to how these could be eased.

(f) The Road Safety Cell of Delhi Police also educates general public, DTC drivers/conductors, school children regarding the aspect of road safety and traffic management. Mass media is also used in this regard.

(g) A high level committee under the Chairmanship of Chief Secretary, Delhi called the 'Road Safety, Traffic and Transporation Engineering Committee' is functioning in Delhi to co-ordinate the various aspects of traffic and transportation. This committee includes representatives of Government Departments, local bodies, police, railways, Ministry of Surface Transport technical bodies as well as non-official members.

SHRI BHAGATRAM MANHAR : Sir, I appreciate the anxiety expressed by the Home Minister regarding the traffic problems in Delhi. There are more than a dozen different official agencies, entrusted with the job of managing traffic and associated problems in Delhi. These agencies include the Transport Departments of Delhi Administration, Traffic Department of Delhi Police, Delhi Municipal Corporation, New Delhi Municipal Committee, Delhi Cantonment Board, Delhi Development Authority, Land and Development Office of the Union Ministry of Works and Housing and many others. These agencies often act in contradiction to each other creating worst confusion of Delhi roads. The solution lies in having an integrated approach to the problem of traffic in Delhi. There should be a master plan and clear-cut directions should be followed by all the official agencies, entrusted with the traffic problem in Delhi. I would like to know whether the Government would consider combining the traffic departments of all the official agencies into one Metropolitan Traffic Authority of Delhi to take care of the traffic and associated problems of the capital. Secondly, Sir, most of the victims of road accidents in Delhi are school-going children. Will the Government consider introducing special lessons in road safety in all the schools in the capital ?

SHRI SANTOSH MOHAN DEV : It is a fact that there is multiplicity of organizations. That is why the Road Safety and

Public Engineering Committee under the Chief Secretary is existent and the members, as mentioned by the hon. Member, are there in this particular Committee. They try to see that there is no overlapping by one department on the other. The Government is also considering how best the multiplicity of different organizations can be limited. Committees have been formed and they are examining. We are awaiting the report.

As regards training, we have four training schools where children are collected from different institutions and are being trained. We have also decided to increase the number of such schools to give training. This is one of the methods by which we can improve road safety. I fully agree with the hon. Member. We are trying to create more schools.

SHRI BHAGATRAM MANHAR : Delhi roads are full of pot-holes created by rains and stagnant water as well as uncovered manholes. The condition of most of the roads is very bad. Will the Government consider launching a special campaign to improve the conditions of Delhi roads in the interest of the safety of road-using public? Is the Government aware of the complaints that several employees of the NDMC and the Traffic Police take bribes from truck owners to allow them free entry and parking in prohibited zones?

SHRI SANTOSH MOHAN DEV: Improvement of roads is a continuous process and manholes are being covered. If there is any specific case to the knowledge of the hon. Member, he can bring it to our notice. I will also give instructions to see that this is being monitored.

As regards the other complaint, I do not think that this is a fact. If it is a fact, he can bring it to the notice of the anti-corruption branch. They will take action.

SHRI BIR BHADRA PRATAP SINGH : Sir. I am surprised that the hon. Minister has again been misled by the NDMC. That is why he has submitted a wrong report. Five Members of Parliament, of this House, including Mr. Ram Chandra Vikal and Mr. P. N. Sukul, had their cars removed, lifted away by the NDMC people. On Barakhamba Road public lanes have been made private parking areas by businessmen. The NDMC lifted away the cars of Members of Parliament and made them pay a fine of Rs. 150/- I have written a letter. I have received a reply from the Union Home Minister. I have received an acknowledgement and letter from the Lt. Governor also. Now, on the basis of the information he received from the NDMC he says there is no complaint. There is a very big conspiracy in Delhi. The question is how to break the nexus between the traffic officials and the NDMC officials and the businessmen. Public roads are being used by them, included in their private areas. Now, the question is, why should the public be deprived of their use of these roads, these bylanes, these sidelanes, streets and access to main roads? Now I invite the hon. Minister to just come with me and see the encroachment done by businessmen on public roads. On public pavements there are private stalls. The public are driven to the roads. Even latrines are converted into stalls. And the Minister says there is no encroachment. Under your very nose, all these things are taking place in Delhi, Connaught Place.

MR. CHAIRMAN : Put your question, please.

SHRI BIR BHADRA PRATAP SINGH: A Member of Parliament, of this House, had written to you. You have acknowledged the letter. Don't sleep on your own reply. What steps have you taken up till now and how long will it take you to comply with the contents of our letters which have been sent to you and which you have acknowledged? Still you are misleading the House. You are depending on those erring NDMC officials. Why don't you punish them? Why do you allow the capitalists to usurp public land in this fashion?

SHRI SANTOSH MOHAN DEV : In all humbleness at my command I can say this much that I share the concern of the honourable Members. In 1980 I was also fined Rs. 150/- by the police for wrong

parking. If a Member of Parliament has been punished for that reason, it means the police is active, not inactive. The question is whether unauthorised parking structures have been allowed. I have said, 'No'. The honourable Member has tried to say that he had written a letter. But such a letter has not been brought to my notice. If the honourable Member had written a letter, if he can send a copy of it, I will see that action is taken within 48 hours, if a specific case is there. This assurance I can give to the House. Kindly give it in writing. I assure you.

SHRI VISHWA BANDHU GUPTA : I share with my colleagues some problems that they have mentioned about New Delhi, especially about congested areas like Barakhamba Road, Curzon Road, etc. There was a proposal—I would like to know from the honourable Minister whether this has come to his notice—that Connaught Place itself should be made free of traffic, that it should be made possible for the public to use Connaught Place area for walking only, that parking should be allowed in the middle lanes so that people can walk safely and use that area. Secondly, NDMC has constructed Palika Bazaar Parking and other multi-storeyed parkings in this area to provide for parking of vehicles. I would like to know whether this arrangement has earned a substantial amount of money for NDMC and whether there is a proposal to increase such multi-storeyed parking areas.

SHRI SANTOSH MOHAN DEV : It is a fact that an underground parking place for 1,000 cars has been constructed in Connaught Place. Initially it had some teething trouble but now it is being utilised properly. The charges are Rs. 4 up to 4 hours, Rs. 5 for 4 to 12 hours, Rs. 8 for 12 to 24 hours and there are also monthly charges. I do not have the information now. I will look into it and let him know.

SHRI YASHWANT SINHA : As you are aware and I am sure the Minister is, traffic management is a comprehensive function. It does not merely include parking space or provision for parking but a lot of other things. I do not want to waste the time of the House on these. My specific question to the Minister which he evaded answering earlier is that in view of the multiplicity of authorities in Delhi which are looking after traffic management and transportation, and in view of the fact that a number of committees and a number of reports and a number of seminars have suggested that if we want to improve the traffic system of Delhi, then one first that we must take is that there should be one authority which should control all this, in view of this—I know that this is a very long outstanding, long pending, demand, and the Minister cannot get away by saying that there is another committee which is looking into it and that they will consider the report—there have been hundreds of committees—by what time do they propose to set up one single authority to look after the traffic needs of Delhi? And simultaneously the other point which I would like to say is unless there is a mass rapid transit system in Delhi—Mr. Ansari is sitting here; he knows because he dealt with this at one time—the traffic congestion in Delhi will continue; whatever Government or any other agency might do, the traffic problem will not be eased. I would, therefore, like to know from the honourable Minister specifically what steps Government propose to take in order to expedite a rapid transit system for Delhi.

SHRI SANTOSH MOHAN DEV: Sir, the Planning Commission has formed a Committee and they are planning to have a unified transport authority which the honourable Member has mentioned. I cannot promise about the time because I do not have the time-schedule here. But we shall try to do as early as possible. I do agree with the honourable Member about the other suggestions. As you know, Sir, we have already constructed seven fly-overs and also there are suggestions to increase the Ring Road and to give it more stretch so that the traffic can avoid congestion. We are at it and we shall continue to see that the improvement is made.

SHRI YASHWANT SINHA: I am sorry, Sir. The Minister has not answered

my question. He has misunderstood the Mass Rapid Transit system. It does not means fly-overs.

SHRI SANTOSH MOHAN DEV: I know it. Since you mentioned about the Mass Rapid System, I had to say this.

SHRI YASHWANT SINHA: Mass Rapid Transit does not mean flyovers; it is something else.

SHRI SANTOSH MOHAN DEV: Yes, it means something else and that also the Planning Commission is examining. Yes, you are right and it should be done properly because there was a suggestion that some other transport must be there. Delhi has only the motor transport and like certain other cities there is no tram and there is no ring railway. There was a suggestion about having a light railway transport system by utilizing the trains and other things. This is being examined. We have not received any report. But this alternative is also being considered.

MR. CHAIRMAN Yes, Mr. Aurora.

SARDAR JAGJIT SINGH AURORA: Sir, I think we have to accept with all the difficulties that are there in Delhi with regard to transport, that one thing which is totally lacking is discipline. There is no discipline and there are no etiquettes which are followed by anybody on the roads, whether it is the bus service or whether it is the private owners and the reason for that is that you find that the policeman is very much reluctant to impose any discipline or impose even a fine. One thing that I would like to know is whether any steps are being taken to ensure that the rules that are made are really complied with. There is no use having a large number of people if they are not going to impose discipline. It is not that the people do not know what the traffic rules are and so, it is a question of imposing discipline. So, I would like to know whether any steps are being taken in this regard to give the traffic policeman a little more backbone so that he may impose fines or he may impose discipline on people who break the rules.

SHRI SANTOSH MOHAN DEV: Sir, disciplining the people by imposing fines will not help. The commuters themselves should adhere to this discipline. Unfortunately, that is not the case in Delhi. In Bombay, everywhere there is a queue and there is a queue at every bus stand. But in spite of all our efforts, we have not been able to inculcate this habit on the commuters in Delhi. With regard to police action, you see, from 1.4.87 to 29-2-88, 6,33,549 challans were issued, the fines imposed amounting to Rs. 3,00,85,900. So, the police is not inactive. One of the honourable Members just now complained that even Members of Parliament have been punished. But we have to see that the users as well as the people who prosecute evaluate the situation whereby discipline is maintained. But I fully agree with you. It needs to be looked into very seriously. We shall try to see that more improvements are made and rules are followed and the users are encouraged to follow the rules.

MR. CHAIRMAN: Mr. Murasoli Maran.

SHRI MURASOLI MARAN: Sir, I am very happy that the honourable Minister has paid a fine of Rs. 150/- for violating the traffic rules. But I am sure he would have paid the fine not as a Minister, but only as a Member of Parliament. Anyway, coming to the point, Sir, we all agree that there should be discipline. But if a car or a vehicle is parked in a non-parking area, it is towed away to the nearest police station. The owner goes there and pays the fine. But when he looks at the receipt for the fine, he finds that the towing job has been given to a private contractor; this is what I am told. The police officer in charge gives a receipt in the name of private contractor. Sir, this is basically wrong. So I want to bring to the notice of the Government this fact. Why should not the Government do it? Sir, he says that there is an increase in income by way of fines and penalties. Sir, there is a feeling in Delhi that since it has been given to private contractors, they are indulging in malpractices. Those who do not violate the traffic rules are also subjected to this kind of penalties. Therefore, my question is: why should not the Government do it?

SHRI SANTOSH MOHAN DEV: Sir, I am happy that several Members have admitted that the police is active. He also said that the punishment is being given. About the private parties involved, I do not have the information with me just now. I shall look into that particular case and see what can be done.

MR. CHAIRMAN: Next question, 184.

'Greater Mizoram'

*184. SHRI CHITTA BASU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware of the growing agitation on the demand for 'Greater Mizoram'; and

(b) if so, what is Central Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SANTOSH MOHAN DEV): (a) Government is aware of the formation of the Zomi Re-unification Organisation and the Zomi Revolutionary Volunteers for the reunification of Mizo-inhabited areas of India, Burma and Bangladesh within the Union of India.

(b) The territories of States of the Union of India are defined. Considering the emotive nature of the above demand and the potential for destabilisation that it may lead to, as well as its affect on our friendly relations with neighbouring countries, a close watch is being kept on the activities of these Organisations. The State Governments of Manipur, Mizoram and Tripura have been requested to take deterrent and prompt action against the illegal entrants and tighten vigil on border to check unauthorised trans-border movements.

SHRI CHITTA BASU: Sir, it has been reported that in May last the representatives of People's Conference Party led by Brigadier Sailo, People's Liberation Organization of Burma, Mizo National Congress of Manipur and representatives of Mizo organisations of Tripura and Chittagong hill tracts met at Chowchin village near Champai, a town within Burmese territory. It is also understood that the representatives have decided upon their strategy to further intensify the agitation to achieve Greater Mizoram. Sir, it is also to be taken note of that Congress (I) during the last election in Mizoram also included the demand for Greater Mizoram in their election manifesto. In this background, I would like to know whether the Government had some kind of discussion with the Government of Burma. It is also reported that the Government of Burma also expressed their concern over the possible fall-out. May I know whether the Government of Burma have suggested to the Government of India in this regard that the local permit system which is currently in vogue, which enables the Mizos to cross to other side of the international border should be abolished so that there may not be any further attempt of the Mizo guerillas or some other people to enter into the Burmese territory and continue their activities from there?

SHRI SANTOSH MOHAN DEV: Sir, the conference was held in May at Champai, which is in India territory. It is a fact that in that conference some representatives from the Mizos of Burma also participated. But as you rightly said, traditionally within 40 km. on both sides of India-Burma border a system of permits exists. And those who came they came from that areas on the permit basis. But having learnt about this particular conference, we did tighten our security on the borders with Bangladesh and Burma and took certain steps in the territories which were adjacent to the Indian border. Nobody could attend from the other part within 40 kilometres. As regards the question whether Burma has given any thought to it and whether they have expressed their desire, well, I don't have the information with me. It must have come to the Ministry of External Affairs. I will check up and let the Member know.

SHRI CHITTA BASU: Has it been brought to the notice of the Government that the MNF has been making some attempts to establish some contracts with